

FACT SHEET

Proposed Action and Alternatives

What does the Navy Propose?

The proposed action being evaluated in this Environmental Impact Statement (EIS) is to homeport additional fleet surface ships at Naval Station (NAVSTA) Mayport, Florida. This proposed action includes permanent assignment of surface ships and personnel. The Navy's EIS reviewed and assessed 12 action alternatives and the No Action alternative:

- ◆ Cruiser/Destroyer (CRU/DES) homeporting
- ◆ Amphibious Assault Ship (LHD) homeporting
- ◆ Nuclear Powered Aircraft Carrier (CVN) capable
- ◆ CVN homeporting
- ◆ Amphibious Ready Group (ARG) homeporting
- ◆ Seven different combinations of the first four alternatives
- ◆ No Action Alternative

The proposed homeporting could involve the relocation of existing ships to NAVSTA Mayport or the assignment of newly acquired ships to NAVSTA Mayport. The proposal includes only those required activities that are necessary to prepare and operate NAVSTA Mayport for the proposed homeporting and does not include actions at other Navy bases.

Depending on the alternative selected, the proposed action may include:

- ◆ Maintenance facilities improvements
- ◆ Utilities upgrades
- ◆ Personnel support improvements
- ◆ Wharf improvements
- ◆ Parking facilities and traffic improvements
- ◆ Construction of CVN nuclear propulsion plant maintenance facilities
- ◆ Dredging and disposal of dredged material

Why does the Navy need to Homeport Additional Ships at Naval Station Mayport?

The purpose of the proposed action is to ensure effective support of fleet operational requirements through efficient use of waterfront and shoreside facilities at NAVSTA Mayport.

The 2001 Quadrennial Defense Review called for the Department of Defense to be capable of swiftly defeating aggression in overlapping conflicts worldwide. This required the Navy to modify its operational philosophy and to ensure it was capable of providing more warfighting assets, more quickly, to multiple locations. In Navy terms, this is called *surge capability* – or the ability to send trained naval battle forces *in addition to* those currently deployed. The Navy adopted the Fleet Response Plan (FRP) institutionalizing an enhanced naval surge capability.

The Navy is assessing various homeporting options for additional surface ships at Naval Station Mayport, Florida.

The proposal could relocate existing ships to Naval Station Mayport or assign new fleet ships to the Naval Station.

The purpose of the proposed action is to ensure effective support of fleet operational requirements through efficient use of waterfront and shoreside facilities at NAVSTA Mayport.

Under the guidance of U.S. Fleet Forces Command (USFF), the fleet training cycle has been adjusted with refined maintenance, modernization, manning, and training processes to enable the fleet to consistently sustain a level of at least six surge capable carrier strike groups available within 30 days, and one additional strike group able to deploy within 90 days of an emergency order. Achieving this higher level of surge capability is a difficult task requiring Navy ships and Sailors to maintain an appropriate level of training (or *readiness*) for longer periods of time, while continuing to achieve ship maintenance and Sailor quality of life standards.

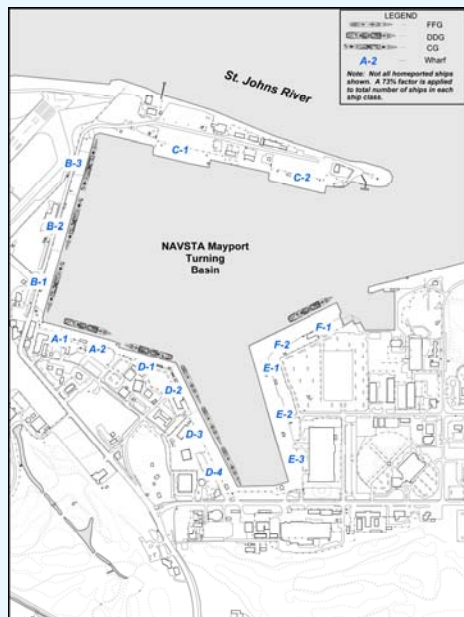
The Navy has developed plans for ashore infrastructure to ensure appropriate support of the FRP and the Navy's required operational battle force. While budgetary decisions drive the trend to consolidate or reduce the number of Navy bases overall, retaining bases in dispersed locations nationwide and worldwide supports the FRP and the operational battle force. Required capabilities at Navy bases are driven by strategic/geographic location and fleet operational readiness.

The USFF has finite berthing capacity for surface ships in the turning basin at NAVSTA Mayport. NAVSTA Mayport also has established shore support capacity for ship maintenance and repair, as well as military personnel support facilities, not being fully utilized. The Navy will begin in 2010 to decommission frigates currently homeported at NAVSTA Mayport. The Navy needs to utilize the available facilities at NAVSTA Mayport, both pier-side and shoreside, in an effective and efficient manner, thereby minimizing new construction.

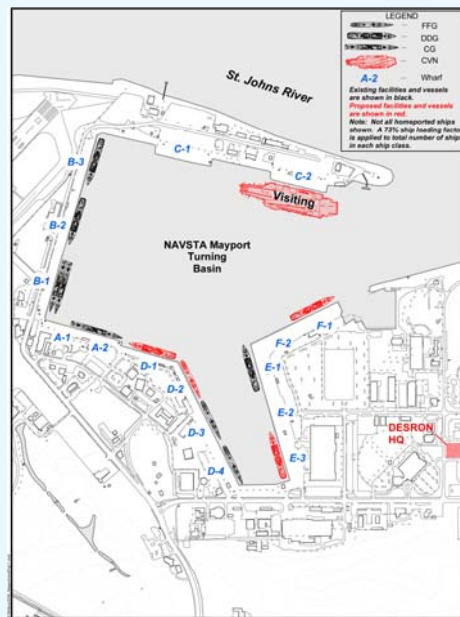
The Chief of Naval Operations (CNO) has directed USFF to review and assess a broad range of options for homeporting additional surface ships at NAVSTA Mayport.

What Homeporting Alternatives at Naval Station Mayport are being Considered?

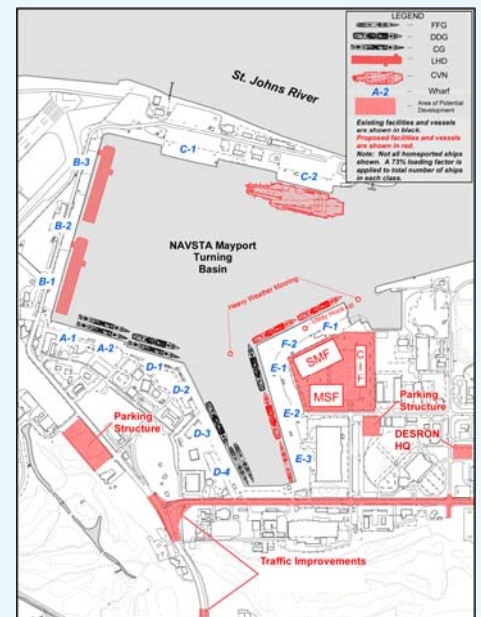
As shown on the next page, 13 alternatives (including the No Action Alternative) were identified and are evaluated in the Draft EIS. The illustrations below depict the berthing plans for several of the alternatives evaluated.



No Action Alternative (Alternative 13): In 2006, 22 ships were homeported at NAVSTA Mayport. Due to scheduled ship decommissioning, only 11 ships would remain in 2014. At any one time, only about 9 homeported ships would be in port.



Alternative 7: Five additional ships would be homeported and dredging would occur to allow a visiting CVN access without draft restrictions. Typically, no more than 12 ships would be in port at any one time.



Alternative 12: Eight additional ships would be homeported. Typically, no more than 15 ships would be in port at any one time. To homeport the CVN, dredging would occur and nuclear propulsion plant maintenance facilities would be constructed.

Homeporting Alternatives at Naval Station Mayport

Thirteen alternatives were identified and considered in the Draft EIS. The 12 action alternatives were grouped into three categories based on common components:

Group 1: Alternatives Involving Homeporting of Non-CVN Surface Ships

Alternative 1: Cruiser/Destroyer (CRU/DES) homeporting involves homeporting of five additional ships. The term “CRU/DES” is the Navy’s designation for large surface combatants that may include cruisers (CG), destroyers (DDG), or frigates (FFG). For this alternative, the additional ships would include four DDGs and one FFG, as well as additional destroyer squadron (DESRON) staff.

Alternative 2: Amphibious Assault Ship (LHD) homeporting involves homeporting of two additional amphibious assault ships (LHD).

Alternative 5: Amphibious Ready Group (ARG) homeporting involves homeporting of three additional ships (one LHD, one amphibious transport dock ship [LPD], and one dock landing ship [LSD]) and amphibious squadron (PHIBRON) staff.

Alternative 6: CRU/DES homeporting & LHD homeporting involves homeporting of seven additional ships, including four DDGs, one FFG, and two LHDs, as well as additional DESRON staff.

Group 2: Alternatives Involving CVN Capability

Alternative 3: Nuclear-Powered Aircraft Carrier (CVN) capable involves a dredging project to allow access and berthing without draft restrictions of one CVN. No CVN would be homeported under this alternative.

Alternative 7: CRU/DES homeporting & CVN capable involves homeporting of five additional ships, including four DDGs and one FFG, and additional DESRON staff, as well as a dredging project to allow access and berthing without draft restrictions of one CVN. No CVN would be homeported at NAVSTA Mayport under this alternative.

Alternative 9: LHD homeporting & CVN capable involves homeporting of two additional ships, both LHDs, as well as a dredging project to allow access and berthing without draft restrictions of one CVN. No CVN would be homeported at NAVSTA Mayport under this alternative.

Alternative 11: CRU/DES homeporting & LHD homeporting & CVN capable involves homeporting of seven additional ships, including four DDGs, one FFG, and two LHDs, additional DESRON staff, as well as a dredging project to allow access and berthing without draft restrictions of one CVN. No CVN would be homeported at NAVSTA Mayport under this alternative.

Group 3: Alternatives Involving CVN Homeporting

Alternative 4: CVN homeporting involves homeporting of one CVN, dredging, infrastructure and wharf improvements, and construction of CVN nuclear propulsion plant maintenance facilities.

Alternative 8: CRU/DES homeporting & CVN homeporting involves homeporting of six additional ships, including four DDGs, one FFG, and one CVN, additional DESRON staff, dredging, infrastructure and wharf improvements, and construction of CVN nuclear propulsion plant maintenance facilities.

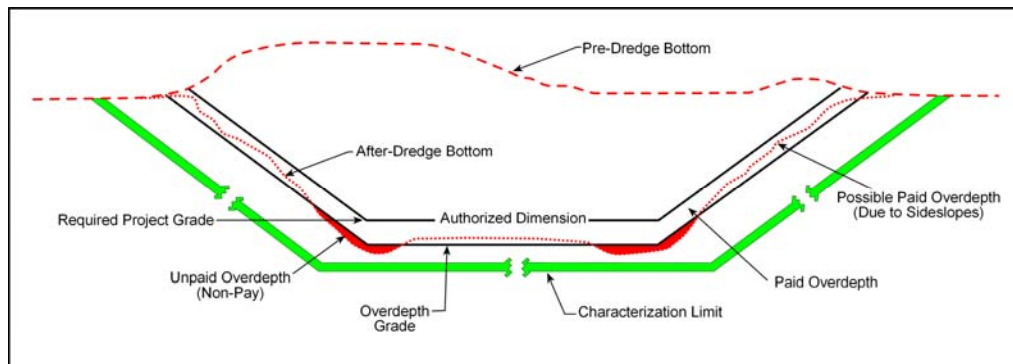
Alternative 10: LHD homeporting & CVN homeporting involves homeporting of three additional ships, including two LHDs and one CVN, dredging, infrastructure and wharf improvements, and construction of CVN nuclear propulsion plant maintenance facilities.

Alternative 12: CRU/DES homeporting & LHD homeporting & CVN homeporting involves homeporting of eight additional ships, including four DDGs, one FFG, two LHDs, and one CVN, additional DESRON staff, dredging, infrastructure and wharf improvements, and construction of CVN nuclear propulsion plant maintenance facilities.

The No Action Alternative would result in no additional ships homeported at NAVSTA Mayport. NAVSTA Mayport would retain the ability to berth a CVN in a limited fashion; existing draft restrictions would remain in effect. The dredging project associated with the CVN capable and CVN homeporting alternatives would not occur.

What are the Dredging Requirements associated with Groups 2 and 3 of the Alternatives?

All aircraft carriers require a minimum of 6 feet beneath the keel to ensure cooling and firefighting system intakes do not get clogged or damaged by mud and debris from the sea and river bottom. A dredge depth of -50 feet Mean Lower Low Water (MLLW) is necessary for CVNs to meet this requirement under all ship loading and tidal conditions. The current water depth for the NAVSTA Mayport turning basin, entrance channel, and Jacksonville Harbor Bar Cut federal navigation channel is maintained at approximately -42 feet MLLW, although some portions of the federal navigation channel are naturally deeper. To accommodate the Group 2 and Group 3 alternatives, dredging to a project depth of -50 feet MLLW would occur at the Jacksonville Harbor entrance channel, the NAVSTA Mayport entrance channel, and NAVSTA Mayport turning basin.



The project depth, or authorized dimension, is the depth required by the Navy to meet its CVN minimum clearance criteria. The actual deepening would be to the -50 feet MLLW project depth, plus -2 feet of advanced maintenance and -2 feet of allowable overdepth for a total depth of -54 feet MLLW. Advance maintenance

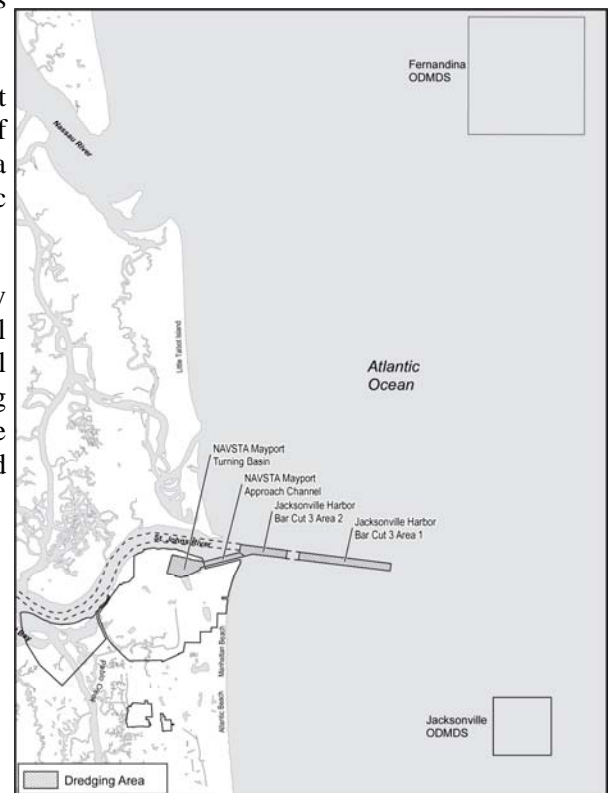
is dredging to a specified depth beyond the authorized project depth in fast-shoaling areas to avoid frequent re-dredging and ensure the reliability and least overall cost of operating and maintaining the authorized project depth. In the vicinity of NAVSTA Mayport, the U.S. Army Corps of Engineers routinely conducts advance maintenance dredging to a depth of 2 feet beyond the authorized project depth to account for local shoaling rates. Allowable overdepth, or “paid overdepth,” is a construction design method for dredging that occurs outside the required project depth and advance maintenance depth to compensate for physical conditions and inaccuracies in the dredging process.

The required deepening, to a total depth of -54 feet MLLW, would result in removal and disposal of approximately 5.7 million cubic yards of material. The method of dredging could be accomplished with a combination of mechanical (bucket or clamshell method) and hydraulic (hopper) dredging equipment.

The methods of dredging analyzed in the Draft EIS provide the capability to place sediment on the beach or within an U.S. Environmental Protection Agency (USEPA) managed ocean dredged material disposal site (ODMDS), as well as any bed leveling techniques used for smoothing of post-dredging bottom contours. Clamshell and hopper dredges are most typically used in the vicinity of NAVSTA Mayport. Dredged material would be disposed of by various methods including:

- ◆ Jacksonville and Fernandina ODMDSs (most suitable and preferred disposal option is to split disposal volume between the two ODMDSs)
- ◆ Beach nourishment (minimal amount, if suitable for beaches)
- ◆ Existing permitted upland disposal site (minimal amount, if necessary for any material not meeting USEPA requirements for ocean disposal)

The Navy would obtain required federal, state, and local permits and approvals necessary for any dredging and disposal options utilized.



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